

BASS, LIGHT
GRAVITY ALE
\$2.50 Per Dozen
ND. COOPE'S STOUT
\$2.35 Per Dozen
H. Price & Co.
188

The China Mail.

ESTABLISHED 1845

CANADIAN
CLUB
WHISKY
\$20.00 Per Dozen
H. Price & Co.

No. 13136

號九月五年五零百九千一英

HONGKONG, TUESDAY, MAY 9, 1905.

日六初月四年巳乙

PRICE, \$2.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including duty and other
charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
OFFICE—3, DUDDELL STREET.
Hongkong, December 5, 1904. 1815

Wanted.

NOTICE.
WANTED an ASSISTANT MATRON
for a Boys' Boarding School.
Apply to Rev. F. T. JOHNSON,
St. John's Cathedral.
Hongkong, May 8, 1905. 936

WANTED.

A EUROPEAN PLANT of Two Rooms
with Bath-room and Kitchen, in the
Central District.
Apply stating Rent to
"REGISTER."
Care of "CHINA MAIL" Office.
Hongkong, April 23, 1905. 668

Intimations.

NOTICE OF REMOVAL.
THE OFFICES of Messrs LUTGENS,
EINSMANN & CO. have been
MOVED to No. 2, PEDDIE STREET,
opposite the Hongkong Hotel Side
Entrance.
Hongkong, May 6, 1905. 928

PRAY EAST REGULATION.
MARINE Lot 9 owners interested in the
above are invited to attend a
MEETING to be held in the OLD CHAM-
BER OF COMMERCE ROOM, CITY
HALL, on SATURDAY NEXT, the 13th
instant, at 3 o'clock p.m.
C. P. CHATER.
Hongkong, May 8, 1905. 937

NOTICE.
WE have AUTHORIZED Mr. FRED-
ERICK SALING to SIGN
OUR FIRM from this date.
REISS & CO.
Hongkong, May 5, 1905. 918

COTTAM & CO.

High-class Outfitters.
NEW LINE SUMMER GOODS.
WHITE CAUZE SHIRTS.
WHITE TUNIC SHIRTS.
PJAMA SUE.
WHITE CAUZE STONED SHIRTS.
WHITE CAUZE UNDERWEAR.
TENNIS SHIRTS.
BADEN POWELL COLLARS.
STRAW HATS.
THE LATEST STYLE PANAMA HAT.
THE LADY CURIOUS SUN HAT.
THE SUN HENNY BLUE SUN HAT.
THE LADY CURIOUS SUN HAT.
WHITE DRILL FROCK COATS.
WHITE DRILL BATAVIA HENRIERS.
WHITE STRAW HENRIERS.
THE NEWEST THING IN SUMMER
WAISTCOATS.
THE LATEST IN FASHIONABLE
NECKWEAR.
INSPECTION INVITED.
HONGKONG HOTEL BUILDINGS.
Hongkong, May 6, 1905. 932

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY
THE KING
OF THE PRINCE OF WALES
Supplied at all the Leading Clubs and
Hotels, and to be obtained from LANE
CRAWFORD & Co., Queen's Road
Central.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICE & STORES: No. 23, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain R. D. Tho-
s.s. PATSHAN, 2,386 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,078 tons, Captain C. V. Lloyd.
s.s. KINSEAN, 1,895 tons, Captain J. J. Lousius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,068 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Willox.
s.s. NANNING, 589 tons, Captain C. Burchar.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 878 Tons, Captain B. Bruch.
Makes a Round Trip to Wuchow (calling at all ports on route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1876

HARRISKEENEY COMPANY

BEH to announce that on MAY 1st they will OPEN a SHOW ROOM in PED-
DIE STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-class FINE, RATTAN and HARDWOOD
FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

IF YOU WANT A GOOD STEAK

VISIT
SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 29, 1905. 578

BOARD AND ROOM WANTED.

IN a FAMILY, for YOUNG GENTLE-
MAN to arrive shortly; about \$300.
Apply
Care of "CHINA MAIL" Office.
Hongkong, April 18, 1905. 811

Bovril is Strength.

In these days of in-
creased commercial activi-
ty strength and perfect
health are needed more
than ever. Bovril taken
regularly is most strength-
ening and sustaining. It
keeps the system in the
very pink of condition.



Obtainable at all Grocers, Chemists
and Druggists, or direct from
LANE CRAWFORD & Co.,
Queen's Road Central, Hongkong.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.

HONGKONG, April 13, 1905.

CHEE WING & CO.

DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES.
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHEETS, ROOFING AND HOUSE BUILDING.
Hongkong, May 29, 1900. 1237

THE GENERAL ACCIDENT ASSUR-

ANCE CORPORATION, LIMITED.
The "Underwritten" having been pointed
AGENTS are prepared to Accept
Risks at current Rates.
THE HOLLAND-CHINA TRADING
COMPANY.
Hongkong, May 3, 1905. 903

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS
THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BAGGER PACKING
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.
OFFICE: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

LADIES' DEPARTMENT.

WE HAVE JUST RECEIVED
A NEW SHIPMENT OF
SUMMER COSTUMES.

IN WHITE AND COLOURED MUSLIN,
Embroidered Linen & Voile, Coloured Delaine, etc.

EXCEPTIONAL VALUE. INSPECTION INVITED.
LANE, CRAWFORD & CO.

STAG HOTEL,

133, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Board accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terrace—From 12s. per day. TOWN OFFICE—3, DUDDELL STREET.
Hongkong, March 27, 1905. 13

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.
The Vicissitudes of Esau, by Elinor Glyn... 1.75
Tempestuous Petticoat, by Robert... 1.75
DE PROFUNDIS, by OSCAR... 1.75
WILDE... 1.75
The Dying Day, by J. H. McCarthy... 1.75
Mrs. Gals' Business, by W. Pott... 1.75
Rings... 1.75
Shining Ferry, by Q... 1.75
A French Refugee, by E. Claville... 1.75
By the Ionian Sea, by Mrs. R. B. Stocker... 1.75
In Southern Italy, by Geo. Gissing... 1.75
L'Amant de la Medecin, by G. de la... 2.25
Rochefort... 2.25
La Petite Fanciulla, Mousu Conjug... 2.25
by A. Desider... 2.25
The Conquest of Catherine the... 6.00
The Simple Life, by Chas. Wagner... .30
Lhasa and Its Mysteries, with a... 21.00
Record of the Expedition of 1903-... 21.00
by J. A. Waddell... 21.00
Marine Engines and Boilers, Their... 21.00
Design and Construction, by Bauer... 21.00
and Robertson, 40 1/2... 21.00
American Commerce and Finance, by... 5.25
Lectures by Business Men... 5.25
The Investigation of Mine Air, by... 5.25
Sir G. Le Neve Foster and J. E. Haldane, D.L.C... 5.25
Experimental Researches on Flow of Steam Through Nozzles and Orifices, by A. Riebau... 4.00
The Bible References in the Works of John Ruskin... 2.20
Mr. J. W. Jamieson's Report on the Cotton Mills of China... .30
Mysticism of Mind and Will Train- ing, by R. D. Stoker... .30
Clairvoyance: What it is and How to Develop it, by R. D. Stoker... .30
Elementary Microscopy, by F. Shil- lington... 2.65
Harnsworth Encyclopedia, Part I. Great Pictures in Private Galleries, Part II... .50
Scot's, illustrated by British Cam- paigns, by Capt. O. E. Macquoid... 9.00
The 20th Century Manual of Busi- ness Ethics... 2.00
The World's Commercial Products with French, German and Italian Equivalents, by J. A. Slater... 1.80
MACAO: The Holy City, The Gem of the Orient, by J. DYER BALL... 1.50
INTRODUCTORY LETTERS, A Mild Satire on Hongkong Society, by "BETTY"... 1.00

GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

CHAMPAGNES.

Perinet and Fils, Rheims, Cuvée Réserve... Por Case Quarts \$51.50
First Quality... Pints 56.60
Comte de Mouta Christo... Quarts 44.00
Pints 49.00
Chateau Ponsé Vieux... Quarts 20.00
Pints 22.50
N.B. ALL OUR CHAMPAGNES WILL BE FOUND EQUAL TO THE BEST.
34, QUEEN'S ROAD CENTRAL, First Floor.
(W. Powell & Co.'s Old Premises).
Hongkong, May 4, 1905. 2110

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 350 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2053

FAIRALL & CO.

ARE SHOWING A NEW ASSORTMENT OF
MUSLINS, VOILES, LINENS and
EMBROIDERIES.
SUMMER MILLINERY, etc.
EVERYTHING SUITABLE FOR THE PRESENT SEASON.
Hongkong, April 12, 1905. 1068

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, August 1, 1904. 1413

AN OLD FAVOURITE V.R.O. LIQUEUR SCOTCH WHISKY

(SQUARE BOTTLES).

Price \$16 per dozen.

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants, &c.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.
The Navy as I Know It, by Eras- mus... \$13.50
New Wall Map of China in 4 Sheets 14.00
Marine Engines and Boilers, by Bager and Robertson... 19.50
Murray's Guide to India, Ceylon, &c. 16.00
Darwin's Variations, Animals Plants, &c.; 2 Vols... 4.50
Out-door Handy Book, by Beard... 4.70
The Mammals of the Myo-ok, by Cecil Lowes... 3.50
Lhasa and Its Mysteries, by Waddell 20.00
Macao: the Holy City, &c. by Dyer Ball... 1.75
Foster's Bridge Manual and Bridge Tactics, each... 2.70
The Coming Conquest of England; Cloth... \$2.00
Engineer's Year Book 1905... 5.90
View Book of Hongkong, Canton and Macao—24 Views... 1.80
SEALING PRESSES AND SEALA- LEATHER FILES.
BURY COURT NOTE PAPER AND ENVELOPES.
GLOV. BLICK TYPEWRITERS.
THE FAY-SHOLE TYPEWRITERS.
TYPEWRITER MATERIALS IN GREAT VARIETY.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

ESTABLISHED—1864.
Hongkong, April 26, 1905.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES,
PIN-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES and
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS and BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
REX
ITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE—1, SHINGA-CHO, TOKYO.
LONDON BRANCH—24, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100 HONG KONG STREET, FIRST FLOOR.
OTHER BRANCHES:
SINGAPORE, KUALA LUMPUR, BANGKOK, MANILA, CEBU, SHANGHAI, TIENTSIN, NANKING, HANKOW, SOOCHOW, YOKOHAMA, KANAGAWA, OSAKA, KOBAY, KYOTO, FUKUOKA, NAGASAKI, KUCHINO, SASEBO, MOI, HAKODATE, TAIPEI, &c.
Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
East Asiatic Company, Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano, and Ito Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kyushu, Fukuoka, Yamaguchi, and other
Islands, Ogasawara, Iriomote, Yonaguni, and other Islands.
S. MINAMI, Manager, Hongkong.
Hongkong, May 31, 1904.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

PRIZE MEDAL
JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

ENO'S INVALUABLE IN ALL
FUNCTIONAL 'FRUIT' DERANGEMENTS
OF THE LIVER. **SALT.**
The value of ENO'S 'FRUIT SALT' cannot be told.
Its success in Europe, Asia, Africa, America, Australia,
and New Zealand proves it. THERE IS NO DOUBT
THAT where it has been taken in the earliest stages of
a Disease, it has, in innumerable instances, PREVENTED
what would otherwise have been A SERIOUS ILLNESS.
CAUTION.—See Capsule marked "FRUIT SALT." Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, ENG.
by J. C. ENO'S PATENT.
Sold by Chemists &c., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.
Best and most
Gentle Medicine for
Infants, Children,
Ladies, Females,
and the Sick
Suffering from
Indigestion.
DINNEFORD'S
MAGNESIA

Intimations.

mitsu bishi co.
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.
CABLE ADDRESS: "TWSAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

ALL, 480 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. V. JEFFRIES.
YOKOHAMA: M. ABARA.
CHINKIANG: GEORGE & CO.
MANILA: MACOSPRAY & CO.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
ways; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Nanzetsu and Kani
Kanada Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzon Coal.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Yashirohachi Coal (Kantoku).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Tak-
ashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, March 11, 1905.

FIVE POINTS
ABOUT
'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
low figure of \$1.50 each, 5% on wholesale
orders.
The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.

WE DEFY COMPETITION.
INSPECTION INVITED.
Hongkong, March 3, 1905.

NIPPON LAUNDRY.
No. 52 and 53, PRINCE EAST.
ALL Work done in this Establishment
is promptly executed. Neatness a
Speciality. Ironing and Washing done by
experienced Japanese. PRICES MODERATE.
A. MORI, Proprietor.
Hongkong, February 13, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTO-
RIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
ERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH-
ERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and LOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.

For further Particulars, apply at the
Company's Local Branch Office at Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, May 20, 1904.

Intimations.

GOVERNMENT NOTIFICATION.
No. 288.

THE following Notice is published.

By Command, F. H. MAY,
Colonial Secretary's Office,
Hongkong, May 5, 1905.

NOTICE.

A MEETING of HIS MAJESTY'S
JUSTICES of the PEACE will be
held at the Magistracy, at 2.15 P.M., on
MONDAY, the 15th May, 1905, for the
purpose of considering the following ap-
plication:—
An application for the transfer from
WALLACE ARCHIE WARD to one
HARRY SLATER, of an Adjunct License
to sell and retail Intoxicating Liquors on
premises situated at No. 51, Den Vaux
Road Central, in the City of Victoria, and
called or known as "THE OWE GRILL AND
OSTER ROOM."

F. A. HAZELAND,
Police Magistrate.
Magistracy,
Hongkong, May 5, 1905.

**THE GREEN ISLAND CEMENT CO.,
LIMITED.**

FINAL NOTICE.

ALL SHAREHOLDERS who were
entitled to a proportion of the New
Issue and who have not applied for such
must apply immediately.
Interest will be charged at the rate of
twelve per cent per annum on \$10—the
amount payable in respect of each Share
from the 31st day of March, 1905.
No application will be received after the
31st day of May next.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, April 27, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

(Removal of the Tai-shak Barrier,
Back Reach.)

NOTICE IS HEREBY GIVEN that the
STEAM DREDGER "Canton River"
will commence work at the Tai-shak Barrier
on or about 14th inst.
Masters of vessels should continue to
navigate the old channel until further
notice, slow down when approaching the
Barrier and pass only at such a rate of
speed as is compatible with safety.
Dredging operations will be commenced
at a position 400 feet to the South of the
present Beacon.
The Dredger will exhibit by night the
usual Lights of a Vessel at anchor—i.e., A
White Anchor Light forward and a Stern
Light.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, May 3, 1905.

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gunboat
Hwangtai off Breaker Point.

WITH Reference to Notice to Mariners,
No. 179 (Special), dated the 25th
September, 1905, NOTICE IS HEREBY
GIVEN that the 6-foot Conical WHITE
BUOY temporarily placed to mark the
wreck of the Chinese Gunboat Hwangtai
has disappeared and will not be replaced.
H. G. MYHRE,
Acting Deputy Coast Inspector.
Coast Inspector's Office,
Shanghai, May 1, 1905.

NOTICE.

MR. AH WAI, of Messrs Che San Do, of
Yokohama, Esq., has been appointed
to inform the Public of Hongkong that he
has opened a Branch in this Colony, at
No. 16, Pottinger Street, under the style
of CHE SAN BROTHERS, and is prepared
to execute all kinds of GENERAL JOB
PRINTING, REVERSE STAMP MAKING, CO-
PIER-PLATE PRINTING AND ENGRAVING,
STATIONERY, DRAFT FORMS and ACCOUNT
BOOKS.

All Orders will be attended to and ex-
ecuted in the shortest time, and the Firm
hopes to be favoured with the kind
patronage of the Public.
Hongkong, December 5, 1904.

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY of
TOBACCO, CIGARETTES, and CIGARS.
TOBACCO CIGARETTES are Fresh, as we
make them every day. We can recommend
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
T. E. P. SPYROPULOS, Proprietor.
Hongkong, February 15, 1905.

**CARMICHAEL AND
CLARKE.**

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. O. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE: 232.

Hongkong, March 14, 1903.

Intimations.



**THE LAW SAYS
THAT YOU CAN DRINK
IF YOU WANT TO -
ENOUGH SAID
Rainier
BEER**
M. J. CONNELL,
Distributing Agents.
FOR SALE BY ALL DEALERS.

Hongkong, February 8, 1905.

To Let.

TO LET.

No. 12, KNOTSFORD TERRACE,
KOWLOON.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 4, 1905.

TO LET.

SMALL FURNISHED HOUSE To Let
very convenient situation, good Views
and Cool, Electric Light and Fans.
Or would be let 2 or 3 Rooms to Bachelor or
Married Couple.
Apply to
"X. B." Office,
Care of "CHINA MAIL" Office,
Hongkong, May 4, 1905.

TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable
for Boarding House. 12-ROOMS.
Moderate Rent. For Particulars, apply to
Care of "CHINA MAIL" Office,
Hongkong, April 25, 1905.

TO LET.

ELEGANT SUITE ROOMS next to
General Post Office in Queen's Road
Central. Suitable for Offices or Dental
Particulars, apply
Box No. 418.
Hongkong, April 24, 1905.

TO LET.

IMMEDIATE POSSESSION.
Apply to
S. A. SETH,
Wyndham Street.
Hongkong, April 2, 1905.

TO LET.

No. 2, Seymour Terrace, 4-ROOMED
HOUSE Fully Furnished. Healthy
locality. View of Harbour.
Apply to
S. A. SETH,
Wyndham Street.
Hongkong, April 2, 1905.

TO LET.

FURNISHED ROOM with Board, with
Tennis Court, near Kowloon Ferry,
Kowloon.
Apply
Care of "CHINA MAIL" Office,
Hongkong, April 5, 1905.

TO LET.

No. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 24, 1904.

TO LET.

TWO FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 1st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, February 20, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., LD.
No. 1, RIFON TERRACE.
PLATS in MOORETON TERRACE, facing the
Flood Ground.
OFFICES, in Course of Erection, Con-
naught Road (near Blake Pier).
GODDONS PRINCE EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, March 7, 1905.

SUITABLE FOR OFFICES.

9 ROOMS in PRINCES BUILDINGS.
Apply to
LAUTS, WEGENER & CO.
Hongkong, March 3, 1905.

TO LET.

IN KNOTSFORD TERRACE, A Comfortably
FURNISHED FRONT BED-ROOM
with Board.
Apply
Care of "CHINA MAIL" Office,
Hongkong, May 6, 1905.

To Let.

**TO LET—UNFURNISHED AT THE
PEAK.**

WITH IMMEDIATE ENTRY.

LYEE MUN, Barker Road, containing
2 Reception Rooms, 4 Good Bed-
rooms, Excellent Bathrooms and Servants'
Quarters. The house is comparatively new
and is in excellent repair, and splendid
view of the Harbour and very convenient
for Tramway Station at Plantation Road.
Apply to
RUSSO-CHINESE BANK.
Hongkong, May 2, 1905.

TO LET.

WITH IMMEDIATE POSSESSION
the "FOREST LODGE," Caine Road.
Apply to
H. N. MODY.
Hongkong, May 2, 1905.

TO LET.

AN UNFURNISHED ROOM and
BATHROOM, suitable for a Bache-
lor, at No. 3, DUNDRETT STREET.
Also a GODOWN, FRICKEL Road.
Apply to
MCWEN, FRICKEL & CO.
Hongkong, May 8, 1905.

FOR SALE.

FOR SALE.
CHESTNUT ARAB PONY. Rising
10 years, 14 hands, up to great weight,
quiet to ride. Believed perfectly sound.
Apply
Capt. J. S. ADAMSON,
119th Infantry, Kowloon.
Hongkong, May 8, 1905.

FOR SALE—TO LET.

MARTINHOE. A Five-roomed, BUN-
GALOW on BARKER ROAD, The
Peak, commanding a splendid View of the
Harbour, and only a short distance from
the Plantation Road Station.
Apply to
J. S. VAN BUREN,
30, Des Vaux Road.
Hongkong, April 12, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to Sell by Public Auction
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY and SATURDAY,
the 12th & 13th May, 1905, commencing
each day at 2 P.M. sharp, at their SALES
ROOMS, No. 8, DES VEAUX ROAD,
Corner of Ice House Street,—
A VERY FINE COLLECTION OF
JAPANESE, CHINESE
AND WORKS OF ART,
Comprising:—
SILK-EMBROIDERED PALACE and TEMPLE
HANGINGS, EMBROIDERED CUSHIONS, VERY
FINE SATSUMA TEA SETS, VASES, WALL
PLATES, INCENSE BURNERS, BRONZE AND
BRASS VASES, SILK-EMBROIDERED SCREENS,
GOLD and SILVER CLOISONNE WARE, IVORY
CARVINGS, GOLD LACQUERED CABINET, &c.,
&c., &c.
Catalogues will be issued.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 6, 1905.

PUBLIC AUCTION.

Particulars and Conditions of the Letting
by Public Auction Sale, to be held on
MONDAY, the 15th day of May,
1905, at 3 P.M. at the Offices of the
Public Works Department, by Order of
His Excellency the Governor, of One
Lot of CROWN LAND above Con-
duit Road, in the Colony of Hongkong,
for a term of 75 years, commencing
from 10th July, 1899.

Particulars of the Lot.

Boundary	Measure	Area	Value	Notes
Section No.	ft.	sq. ft.	£	s.
1	100	10,000	100	0
2	100	10,000	100	0
3	100	10,000	100	0
4	100	10,000	100	0
5	100	10,000	100	0
6	100	10,000	100	0
7	100	10,000	100	0
8	100	10,000	100	0
9	100	10,000	100	0
10	100	10,000	100	0

For Sale by A. S. WATSON & Co.

THE CAPE TO CAIRO RAILWAY.

The Zambesi Bridge Link.

We are informed by the British
Africa Company, says the Standard,
they have received intelligence from
engineers, Sir Douglas Fox and
of the connecting-up of the great
highest in the world—over the
the Victoria Falls on the Zambesi River.
The interesting event took place at
o'clock on the morning of Saturday, 11th
April, 1905.—Victoria Falls Bridge must
exactly 7 to-day.

This famous cantilever bridge, which
forms another link in the Cape to Cairo
Railway, initiated by the late Mr. Cecil
Rhodes, crosses the Zambesi for a distance
of 680 feet, at a height from low
levels to the rails of 430 feet, or about
feet from high water. The second link
bridge in the world is the Victoria
Viaduct, in France, 370 feet. The
Cape to Cairo Railway, the
land bridge company, of Darlington,
Durham, who adopted the girder
It is constructed in three spans, and
width of 50 feet. The work was com-
pleted simultaneously from both banks
river, an electric motor cable, with
of 900 feet, the largest thing of its kind
attempted, carrying the material from
side to the other. The bridge has ten
in all; and the rate of construction was
estimated at about two days a month.
The fact that the slightest deviation
from a level would have been productive
considerable difficulties. As it is, the
ton booms have been bolted up, and
work of Mr. C. O. Impact and his assistants
has been crowned with success.

The Cape to Cairo Railway—this
significant project of Mr. Rhodes, who
did not live to see it accomplished—
understands to connect Egypt with
Africa by a line 570 miles long. From
north, the railway has reached Khartoum
distance (allowing for the river gap between
Asuan and Wady Halfa), of 1400 miles
the south, according to a statement by
C. Metcalfe, who is superintending
the construction of the line, good progress has been
north of the Zambesi, on the section known
as the northern extension, from the
Victoria Falls to Kalamo, the administrative
centre of Bechuanaland, a distance of
hundred miles. From Kalamo the line
to be continued for another 200 miles
north-easterly direction. It is proposed
that from Tanganyika there will be
lines, one through the Congo, and another
through German territory. Sir
Metcalfe, in referring to the possibility
which the line offered to land routes
its route, expressed the opinion that
Cape to Cairo Railway would be
forerunner of a network of lines.

Reverting again to the Victoria Falls,
it is interesting to note that the im-
mense volume of water—the Falls being over
a mile wide in time of flood—were to
be utilized for electric power in connection
with the new township which, together
with a park, is to be laid out. Large
factories will be built on the banks of the
river, and for these purposes, as well as
for lighting, the immense quantities of
power which the Falls, the full
power of which is estimated at 35 million
horse-power.

About 100 years ago Benjamin Franklin
gave \$2000 to be invested for a century for
the purpose of building an industrial school
in Boston, U.S.A. This sum has now
grown to \$34,000, which Mr. Carnegie has
offered to double.

Found attempting to break into the
Broad Union Workhouse on Christmas
night, a belated inmate was taken to the
police station, but the officer on duty re-
fused the charge, "as the man was attempt-
ing to get into his own house."

FOR SALE—TO LET.

MARTINHOE. A Five-roomed, BUN-
GALOW on BARKER ROAD, The
Peak, commanding a splendid View of the
Harbour, and only a short distance from
the Plantation Road Station.
Apply to
J. S. VAN BUREN,
30, Des Vaux Road.
Hongkong, April 12, 1905.

Auctions.

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ROOMS, No. 8, DES VEAUX ROAD,
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A VERY FINE COLLECTION OF
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Comprising:—
SILK-EMBROIDERED PALACE and TEMPLE
HANGINGS, EMBROIDERED CUSHIONS, VERY
FINE SATSUMA TEA SETS, VASES, WALL
PLATES, INCENSE BURNERS, BRONZE AND
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GOLD and SILVER CLOISONNE WARE, IVORY
CARVINGS, GOLD LACQUERED CABINET, &c.,
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Lot of CROWN LAND above Con-
duit Road, in the Colony of Hongkong,
for a term of 75 years, commencing
from 10th July, 1899.

A CORPS OF GUIDES.

Topography for Officers.

The Army Council are considering the advantages which would accrue to the Army by detaching a body of officers to study the military topography of countries in which operations of war are not improbable. The intimate knowledge possessed by individuals of the local conditions and the many successes of the Boers in laying traps for our convoys and detachments, and in surprising our outlying garrisons. A knowledge of military topography is not possessed to a satisfactory extent by officers in the British Army; hence the need for allotting staff officers to make a specialised study of possible theatres of war.

Under the Director of Military Operations, different countries have been classified according to their military strength and war-sustaining power. Officers acquainted with foreign languages are now at work on the scheme, and it is under consideration to extend this department of military intelligence considerably as funds become available.

For the purposes of home defence there is again talk of the establishment of a Corps of Guides, somewhat on the lines proposed by Field Marshal Sir Evelyn Wood in 1903. He considered that half the gain of operating in one's own country is lost unless the commanders have at their disposal, as guides, men who are intimately acquainted with the actual locality in which operations are taking place. Sir Evelyn Wood maintained the possibility of our being compelled some day to fight in the British Isles. He proposed to make every Lord Lieutenant of a county a principal guide, and their country was to be divided into districts, each possessing a chief guide, under whom would work masters of hounds, country gentlemen, Hunt servants, second housemen, country doctors, land agents, bailiffs, farmers, and gamekeepers, each with an intimate knowledge of some strip of country, its roads, rivers, woods, and other topographical features which could be intelligently conveyed to a military commander.

Near Port Adder, in the Fife district of Cape Colony, police have discovered the skeleton of a man who, from papers found on the spot, appeared to be one E. M. Schilling, who was on a last walking tour round the world.

CURED OF CONSTIPATION.

AN ENGINEER PRaises Bile Beans.

If tea continues to be brewed in a teapot in which the exhausted leaves are allowed to remain, the liquor will be rank and unwholesome. The results will grow steadily worse, and the tea-pot will at length become quite unfit for use until it has been thoroughly cleaned and purified. If refuse has accumulated to the human system through the occurrence of constipation, the whole body is rendered foul and unwholesome. Constipation and its results are speedily removed by Bile Beans. Mr. S. W. Wrentham, electrical engineer, 4, Alma Street, Southwick, Birmingham, writes: "I found in the course of my profession that when I went to a fresh town or district, the altered climate had a very lowering and depressing effect upon me. When I got to some place for a short time I suffered from constipation, depression and sleeplessness and got tired. During the day I ran down generally. During the day I had a helpless feeling and a desire to lie down all the time, though even that was a trouble, and then at night I could not go to sleep at all."

The many pills I tried never gave me any benefit, until one day a little booklet was brought to the door describing the benefits a number of people had received through taking Bile Beans for Biliousness, so I sent for a bottle. In a couple of days I felt a little better, and at the end of the course I was cured, and completely free of the trouble I was troubled with. In fact, I have never heard a word against them yet. I shall always keep a bottle by me, and will recommend them to everybody who suffers, for they have done me so much good that I feel it only right others should know of them."

Bile Beans are a cure for Indigestion, debility, biliousness, constipation, piles, female ailments, weakness, colds, chills, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Obtainable from all chemists and medicine vendors. Price 7d each (Max.) per bottle.

Dentistry.

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,
37, DES VOGES ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904. 1268

S. I. N. T. I. N. G.

Surgeon, Dentist,
No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1904. 628

KWAN LEE SHEUNG,

DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET,
CANTON.

March 10, 1905. 613

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRIC and Latest Improved
Appliances.

31, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1279

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VOGES ROAD CENTRAL.
Hongkong, March 14, 1905. 532

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. R. NEWBOLD, Proprietor.
Hongkong, April 1, 1905. 696

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

N. LAZARUS,

OPTICIAN, 10, D'AGUIAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1787

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all sources.
Hongkong, August 2, 1904. 1419

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
May 10	G. M. S. Preussien	Hamburg	June 17	18
" 10	M. M. Australien	London	" 18	14
" 20	P. & O. Chusan	London	" 25	25
" 24	G. M. S. Roon	Hamburg	July 2	6

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
May 10	G. P. R. Empress of Japan	Vancouver	May 31
" 24	do.	do.	June 17
" 31	do.	do.	" 21
June 21	do.	do.	July 12
July 5	do.	do.	July 29
July 12	do.	do.	Aug. 2
Aug. 2	do.	do.	Aug. 23

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
May 24	P. M. S. Manchuria	San Francisco	June 20
June 31	O. & O. Doris	do.	July 27
June 13	P. M. S. Korea	do.	July 11
" 22	P. M. S. Egypt	do.	" 18
July 6	P. M. S. Siberia	do.	Aug. 4
July 18	P. M. S. Mongolia	do.	Aug. 15
" 28	P. M. S. China	do.	" 26

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
May 13	C. N. Tanau	Sydney	June 5
May 29	N. D. L. Fritz Sigmund	do.	June 21
June 9	C. N. Changsha	do.	July 2
June 10	E. & A. Eastern	do.	July 1
June 15	C. N. Chingtu	do.	July 28
July 12	E. & A. Australian	do.	Aug. 2
Aug. 2	C. N. Tsingtau	do.	Aug. 25
Aug. 9	E. & A. Empire	do.	Aug. 30
Aug. 14	C. N. Tientsin	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 27
Sept. 19	C. N. Changsha	do.	Oct. 12

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.

For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1237

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT
THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORN, Proprietor and Manager.
Hongkong, November 22, 1904. 135

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.
THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.
WM. FARMER, Proprietor.
Hongkong, March 10, 1904. 483

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.
(Opposite Consulate House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid view of Harbour.
No. 16, MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

THE 'WAVERLEY'.

NO. 34, QUEEN'S ROAD CENTRAL.
(Opposite the Post Office).
First-class Boarding Establishment.
Large Airy Well-Furnished Rooms.
Table d'Hôte at Separate Tables. Cuisine under the direct supervision of the Proprietor. Moderate Terms.
Hongkong, December 5, 1904. 2193

Intimations.

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG,
951 Tons, Captain J. McINTYRE, will leave for Canton at 8 P.M. on SUNDAYS, TWEDS, THURS and FRIDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation. Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.
OHONG ON STEAMBOAT CO., LD.,
No. 139, Consulate Road Central.
Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin-Screw Steel Steamer, KWONG OBOH,
1,209 tons, Captain J. P. MARTIN, KWONG TUNG,
1,233 tons, Captain H. W. WALKER, leave HONGKONG for CANTON at 9 P.M. Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).
These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. (The Company's Wharf is a short distance West of the Harbour Master's Office).
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 4, QUEEN'S ROAD WEST.
Hongkong, November 5, 1904.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. Every half hour.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangements at the Company's Office, ALEXANDRA BUILDINGS, Des VOGES ROAD CENTRAL.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, December 30, 1904. 1091

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Alcidity	despatch- vessel	1700	12	3000	Comdr Richard M. Harbord	Hongkong
Albion	battleship, 1st class	12,950	42	15,500	Captain Sydney R. Fremantle	Hongkong
Algerine	steep	1050	8	1400	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, O.V.O.	On way London
Andromeda	cruiser, 1st class	11,000	16	18,000	Capt. R. M. Orammney	Hongkong
Astrea	cruiser, 2nd class	4900	10	—	Captain L. G. Taffel	Shanghai
Donavolturo	cruiser, 2nd class	4300	10	7000	Capt. H. H. Torless	Mira Bay
Strangle	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cerberus	battleship, 1st class	10,150	14	13,000	Captain F. G. Taffel	Hongkong
Charybdis	water tank and tug	380	6	5700	Lieut.-Comdr. Stevenson	Hongkong
Fame	torpedo boat destroyer	12,950	18	15,500	Captain Hob. Walter G. Stopford	Hongkong
Gloria	battleship, 1st class	12,950	18	15,500	Reserve	Hongkong
Hardy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Richards	Hongkong
Hecla	Special Torpedo-vessel	6400	—	2450	Capt. E. F. B. Charlton	Hongkong
Hague	cruiser, 1st class	12,000	14	21,000	Captain Shortland	en route Hongkong
Humber	storehip	1640	—	800	Captain Shortland	Hongkong
Iphigenia	cruiser, 2nd class	3600	17	9000	Captain W. E. Paasche	Mira Bay
Janus	torpedo boat destroyer	280	6	3800	Reserve	Hongkong
Kinshas	river gunboat	180	4	—	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Moerhous	river gunboat	180	4	890	Lt.-Comdr. W. R. Noble	West River
Odessa	battleship, 1st class	12,950	16	13,500	Captain T. G. Great	Hongkong
Other	torpedo boat destroyer	350	6	6800	Reserve	Hongkong
Phlegræ	sloop	1015	6	1400	Reserve	Hongkong
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Moura	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comr. R. E. Vaughan	West River
Rosario	sloop	55	2	340	Reserve	Hongkong
Sandwich	river gunboat	85	2	340	Lt.-Comr. H. T. Atlay	West River
Satara	cruiser, 2nd class	3800	8	9000	Capt. G. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtze
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Taku	torpedo boat destroyer	250	6	6900	Reserve	Hongkong
Tamar	cruising ship	4650	6	—	Commodore Dicken	Hongkong
Tal	river gunboat	180	2	800	Lt.-Comdr. E. Leeson	Yangtze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. J. A. O. Wilkinson	Singapore
Tweed	coast defence gunboat	12,950	16	13,500	Capt. Laible Stuart, O.M.G.	Hongkong
Vengeance	battleship, 1st class	355	6	6300	Lieut.-Comdr. A. Gregory	Hongkong
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Allenie	Hongkong
Whiting	torpedo boat destroyer	260	6	5900	Lieut.-Com. C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Bowe, O.B., O.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Asper	Austro-Hungarian cruiser	2457	20	7300	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl Franz	Swatow
Achilles	French armoured gunboat	1798	10	1700	Comdr. Lefevrier	Saigon
Albatros	French gunboat	320	7	400	Lieut. A. Varney	Saigon
Angas	French gunboat	123	—	500	Lieut. Chapin	Canton
André	French gunboat	475	3	450	Lieut. Journe	Saigon
Avalanche	French gunboat	140	5	150	—	Haiphong
Bengali	French gunboat	580	6	400	—	Saigon
Bugeard	French cruiser	3740	29	9000	Capt. Lefevrie	Saigon
Casse-tête	French gunboat	140	5	150	—	Haiphong
Chateaufort	French cruiser	8018	18	17,000	Captain Y. Poldana	Saigon
Comete	French gunboat	525	4	428	Commander Louel	Haiphong
Decidie	French gunboat	690	10	900	Commander L'Eaet	Saigon
D'Assas	French cruiser	4000	31	9500	—	Saigon
Batoc	French gunboat	350	7	303	Lieut. Jehanne	Haiphong
Froude	French destroyer	9374	36	20,200	—	Haiphong
Gueydon	French cruiser	307	7	370	Lieut. Comdr. Beaussant	Haiphong
Henri Riviere	French gunboat	1250	6	5500	Commander Le Gollas	Haiphong
Isabelle	French gunboat	9700	12	18,600	Captain Gros	Haiphong
Montcalm	French cruiser	350	7	300	Lieut. de Van Prat	Haiphong
Montcalm	French torpedo-boat	4015	27	8600	Capt. Huet	Yongsoo
Olry	French cruiser	350	7	300	Comdr. Serres	Haiphong
Pascal	French torpedo-boat	9497	8	6071	Lieut. de Woerth	Saigon
Piedestal	French cruiser	1798	10	1700	Capt. Vincent	Saigon
Sty	French cruiser	9558	—	20,900	Captain Guiberteau	Shanghai
Surprise	French gunboat	628	2	900	Lieut. Holgu	Shanghai
Taking	French gunboat	6150	23	4560	Captain Blonda	Yongsoo
Yauban	French cruiser	125	7	600	Lieut. Carol	Along Bay
Vigilante	French gunboat					Canton
Assard	German cruiser	1857	15	2900	Comdr. Huss	
Prinz Bismarck	German flag ship	11,000	38	14,000	Captain Brown	Manila
Albatros	German cruiser	15,127	15	9600	Comdr. von Simonis	Singapore
Albatros	German cruiser	8230	34	10,000	Capt. Weber	
Albatros	German cruiser	6500	37	10,000	Capt. Baron Schimmelmarm	Singapore
Albatros	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Albatros	German gunboat	900	10	1300	Comdr. Klose	Amoy
Albatros	German gunboat	850	10	1344	Comdr. Krosenok	Hongkong
Albatros	German gunboat	8	10	878	Comdr. von Grumbkow	Manila
Albatros	German cruiser	1640	15	2500	Comdr. Porcius	Shanghai
Albatros	German cruiser	2660	24	8000	Captain Voit	
Albatros	German gunboat	900	10	1300	Comdr. Doimling	
Albatros	German gunboat	170	6	1300	Comdr. Giebber	Canton
Albatros	German gunboat	—	3	500	Lieut. Behar	Shanghai
Albatros	Italian cruiser	2300	10	7471	Captain Borea Ricci	
Albatros	Italian cruiser	3600	—	—	Captain Prossibero	Shanghai
Albatros	Italian cruiser	2498	29	7000	Capt. Pasetto	Shanghai
Albatros	Portuguese cruiser	1960	14	4000	Captain d'Almeida Ribeiro	Macao
Albatros	Portuguese gunboat	720	—	—	Capt. d'Almeida	Hongkong
Albatros	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	
Albatros	Russian gunboat	816	6	730	Comdr. Guntz	Vladivostok
Albatros	Russian cruiser	2600	5	4700	Comdr. Gramschchikof	Port Arthur
Albatros	Russian cruiser	8000	27	24,000	Capt. Reitzschschikof	Shanghai
Albatros	Russian cruiser	7800	10	18,500	—	Port Arthur
Albatros	Russian gunboat	1050	8	1150	Comdr. Rejcekowitch	
Albatros	Russian cruiser	8640	18	19,500	—	
Albatros	Russian gunboat	6731	8	1700	—	Saigon
Albatros	Russian gunboat	1458	3	3000	Capt. Nazarovsky	Port Arthur
Albatros	Russian gunboat	600	9	5500	Comdr. Zoureff	Port Arthur
Albatros	Russian gunboat	1490	8	2000	Comdr. Zagorazny	
Albatros	Russian cruiser	12,564	44	14,500	Captain Jessen	Vladivostok
Albatros	Russian gunboat	1090	6	1030	Comdr. Shumoff	
Albatros	Russian gunboat	1234	7	1450	Commander Crown	
Albatros	Russian gunboat	3000	6	17,000	—	Shanghai
Albatros	Russian gunboat	1490	6	3000	Comdr. Vasilleff	Shanghai
Albatros	Russian battleship	12,874	15	14,500	Captain Koroff	Port Arthur
Albatros	Russian battleship	10,980	15	10,500	Capt. Jakorloff	Port Arthur
Albatros	Russian battleship	12,874	15	14,500	Capt. Zagarang	Damagau
Albatros	Russian battleship	10,980	15	10,500	Capt. Zagarang	Port Arthur
Albatros	Russian battleship	12,874	15	14,500	Captain Oostoff	Port Arthur
Albatros	Russian battleship	12,874	15	14,500	Comdr. Livan	Vladivostok
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
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Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874	15	14,500	—	
Albatros	Russian battleship	12,874				

BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

THE BALTIC FLEET.

STILL NEAR CAPE VARELLA.

The "Amiral Neill's" Report.

(From Our Special Correspondent.)

SALON, May 8, 5.20 p.m.

The captain of the steamer "Amiral Neill" reports that he sighted the Baltic Fleet on Saturday last (May 8). The Russians were then about twenty miles south of Cape Varella and were all at anchor.

A BRITISH CRUISER VIGILANT.

Watching the Fleet.

The "Amiral Neill" also observed what is believed to be a British cruiser out to sea in the vicinity of the Fleet.

COLLIERS AWAITING ORDERS.

The colliers and storeships about here have not yet received orders to sail, and are awaiting instructions.

STATE OF THE SHIPS.

DISGRACEFUL DISCLOSURES.

Not Cleaned For Months.

The captain of one of the colliers declares that during the three months they were at anchor at Jibouti, in company with the Baltic Fleet, the greatest inactivity was shown.

The men-of-war never practised firing nor spent much time in cleaning their armament.

One ship in particular was covered with rust, due entirely to exposure.

She was not cleaned up till the date of their departure and by that time the rust completely covered the tar on her.

SUPPLIES FOR THE RUSSIANS.

Large Number of Ships Engaged.

A large number of ships are being engaged in supplying the Russians with food and supplies; there being fifty or sixty steamers loaded with coal and ammunition waiting upon the Baltic Fleet in Far Eastern waters.

COAL FOR THE RUSSIANS.

Two Colliers in Port.

Lying on the east side of Stonecutters Island are two large colliers that came in this morning and which are two of the large fleet of vessels that have been supplying coal to the Baltic Fleet since it has been anchored in French waters. They are the "Foustick" and "Neumachen" both of which fly the German flag.

The former left a Home port about the end of January with a cargo of coal and the latter left Cardiff on February 8 deeply laden with the best steam coal. Both have now succeeded in discharging their cargoes to the ships of the Russian fleet. Both ships, it will be seen, have been at sea about three months and the "Neumachen" especially looks considerably weather-beaten. She is high out of the water and her sides are almost denuded of paint and are covered with barnacles. She has unmistakably been deeply loaded until recently, a fact which becomes evident from the depth that she has been in the water and the marks that the waves have left on her sides. Everywhere on both ships there is evidence of recent coaling operations.

On board of the "Neumachen" no secret was made of the nature of the vessel's recent voyage, but at the same time the officer questioned was not at all inclined to give away information and decidedly no secrets. Numerous questions, somewhat reluctantly answered, elicited the information that she arrived at Camranh Bay about the end of last month and left this morning (May 8) having transferred her cargo to the Russian warships. This was done by lying alongside in the smooth waters of the bay and having the coal cut off the hold in the usual way.

When she left the bay there were between 40 and 45 ships there, about half of which were Russian men-of-war and the balance either colliers or transports. The warships were in good order and had any amount of coal, their bunkers not only being full but it was also stacked high upon their decks. In the opinion of the officer questioned the fleet had sufficient coal to take it to Vladivostok without taking in further supplies.

The ships were, when the collier left, prepared for sea and were daily expecting the third Baltic Squadron. He thought that they would go out of the bay as soon as it arrived.

He did not know whether there were any French warships in the vicinity during the time that he was in the bay and also was unable to say what arrangements, if any, the fleet had for communicating with Saigon.

On the "Foustick."

On board of the "Foustick" information was somewhat more freely given but the officer would not answer any questions that he considered to be divulging secret information. After their long trip out, during which calls were made at several ports, they were picked up by a Russian man-of-war off the French coast and escorted to Camranh Bay about April 23. There they found about 30 ships, mostly war vessels, and no time was lost in commencing to unload their cargo of coal. Discharging had not been completed, however, when the Russian ships decided to move round to Hon Khe Bay and the collier accompanied them and completed her discharging there leaving early on the morning of May 5. They had plenty of chances of observing the Russian ships very closely and confirmed the statement that they were in good condition. They were plentifully supplied with men and well armed and the transports were also armed and carried large numbers of men. The officer did not form a very high opinion of the Russian sailors and thought that they were stupid and slow. He doubted if they knew much about the war at all and was convinced that they were having the time of their lives and did not mind how long the war lasted. They went about their duties in a not very seaman-like manner and from some manoeuvres that he saw he considered that the ships were only fairly well handled. The health of the fleet was apparently excellent from the fact that only one hospital ship accompanied it and there were at that time no cases of sickness. The Admiral seemed to be drilling his men and several times took the largest ships out to sea for a cruise and returned again during the night. After dark the torpedoes and other small craft went out and scouted round the entrance of the bay. He considered that the Russian Admiral was well informed as to the movements of the Japanese but did not think that he at present contemplated making a run for the north.

SEAMEN'S INSTITUTE, KOWLOON.

Successful Concert.

The concert at the Seamen's Institute, Kowloon, last night was one of the best that has been given for a long time. Arranged by Chief Armourer Hayes of H. M. S. "Albion," who had succeeded in getting together a good programme from among his own shipmates, the concert went with a swing from beginning to end, and was voted a great success by all who listened to it.

In spite of the heat every inch of room was taken up and the verandah was crowded in addition.

It is almost invidious to particularise where everything was so well rendered, but the performances of Messrs. Clark, Walters and Cox were exceptionally good, and were followed by round after round of applause. The fine bass voice of Mr. Hayes, who sings with great taste and expression, was heard to great advantage in his songs "The Flight of Ages" and "The Village Blacksmith." We understand that the "Albion" will give another concert in a fortnight, when a short sketch will be introduced.

The programme was as follows:—
Song..... "The Good Old Song" ... Mr. Cox
Song..... "Save a bit for your Tutor" ... Mr. Walters
Sweet Suzanne Mr. Walters
Story of a Jack Mr. Clark
Recit. (Encore)
Song..... "If the Misses" Mr. Black
Song..... "Khaki" Mr. Walters and Clark
Song..... "The Village Blacksmith" Mr. Hayes
Song..... (Encore)
Song..... "Bluebell" Mr. Ewing
Duet..... "China Fleet Brigade" Palmer
Song..... "Eileen Alanna" Cox
Song..... "The Captain" Mr. Walters
Song..... "I'll stick to this ship" Tiller
Chorus Shine Shine Morn Mr. Walters
Ode SAYS THE KING.

The longest lightning conductor in the world is on the Longkuei Weather Station, in Swatow. It runs down the mountain side for three and a half miles to a lake.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It cures whooping cough and cures quickly. For sale by All Dealers; Warrux & Co., Ltd., General Agents.

BEAUTIFYING HONGKONG.

A Batch of Statues.

The square encompassing the Queen's Statue, and facing the Esplanade, will, in the near future, be one of the prettiest spots in Hongkong. Surrounded as it will be by fine large handsome buildings, and dotted with statues, with a miniature garden in each corner, it will present to the tourist the aspect of a sweet oasis in a desert of commercial activity.

At present the building operations going on hide its gracefulness, but before long the statues presented to the colony by Sir Paul Chater and Mr. J. Bell Irving will be erected near the present statue of Queen Victoria. These two statues represent the King of England and the Prince of Wales and are described as colossal bronze figures. It was in May 1902 that Sir Paul Chater and Mr. Bell Irving made their magnificent offer to donate the entire cost of the statues if permission to erect them—one on each side of the present statue of the Queen—could be obtained. The idea was to show the three generations together, but in order to do this it was necessary to encroach on the property owned by the Hongkong and Shanghai Banking Corporation. Permission to do this was readily obtained and the King and Prince of Wales were communicated with. The result was that both King Edward and the Prince of Wales selected Mr. G. Wade as the sculptor. That was three years ago, and the time is now at hand when the two statues will arrive here.

We have already seen an excellent photograph of the Prince of Wales' statue and it certainly is imposing. The Prince is dressed in an Admiral's uniform, with cloak opened loosely in front, displaying the orders on his breast. Both hands, one holding a glove, are resting on the hilt of his sword which touches the ground slightly in advance of the left foot. The left foot is planted at right angles to the right foot, which is slightly forward and the body is well balanced. Judging from this view Mr. Wade has executed his commission with commendable taste, and should the King's Statue be moulded on similar lines Hongkong will indeed be graced by their possession.

Another statue by the same artist—that of Queen Alexandra—is also being made. The cost of this work is being defrayed by the surplus of the Corporation fund. Considerable discussion and negotiations were entered into before it was finally decided to expend the money in this way, but it was ultimately agreed upon. The consent of the Queen being granted Mr. Wade was appointed to carry out the undertaking. The statue is not expected to be completed for some time but when received it will be placed beside that of King Edward.

A fourth statue—that of Sir Thomas Jackson—should soon find its way to Hongkong, for it is as long ago as 1902 that the instructions for the production of this statue were sent home by the Hongkong and Shanghai Banking Corporation. Sir Thomas Jackson, as is well-known, was manager of the Hongkong and Shanghai Bank here for 1875 to 1902 and the statue is to be erected as a tribute of the long and faithful service rendered to the Bank. With the existing statues of the Queen and the Duke of Cornwall and these additional ones the Queen's Square will indeed be beautified.

IMPROVEMENTS TO MANILA.

The Commission has adopted a resolution authorizing the engineer in charge of the improvements of the port of Manila to advertise for bids for the construction of two wharves, both to be of concrete and steel, one 70 feet wide and 600 feet long and the other 110 feet wide and 600 feet long. The appropriation for the payment of these wharves is to be made when necessary from the present or future public improvement bond issue. This resolution settles the very important question as to whether the regular government is to own and control the wharves connected with the harbor improvements, or whether private concerns are to construct and manage them. Evidently the Commission has thought it wise to retain the power in its own hands.

Next to Engineer Island the military has a reservation where it will erect warehouses and build wharves, and the two wharves for which the Commission has provided will be constructed next to these. It is to be presumed that later longer wharves will be built, as 650 feet will scarcely accommodate the big ocean liners. At the south-west corner of the reserved land Major Townsend, the engineer in charge of the harbor improvements, proposes to build a structure of stone or concrete to be filled in the middle and made a solid wall which will serve the double purpose of preventing the mud from flowing into the dredged portion of the harbor during the monsoon season, and of a wharf. Between this wall and two wharves which have just been provided for five or six more wharves will be constructed. —Colman.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 8th at 11.55 a.m. The barometer has risen over 24 inches, and fallen in N. China.
Pressure is highest over SE. Japan. It appears to be low over Manchuria.
Gradients continue slight over S. China, and light variable winds are indicated in the Formosa Channel and light E. and SE. winds over the N. part of the China Sea.
Forecast:—Variable winds, light; 2nd.

STRANGE DEATH.

The death occurred at the Government Civil Hospital last evening of Mrs. Murphy, a widow, under somewhat unusual circumstances. From inquiries that have been made it appears that on Sunday night the deceased was with a companion. They both are said to have been under the influence of liquor and next morning they were sent to the Central Police Station in chairs. Both were charged with drunkenness. The man was bailed out, but the woman remained at the station and not appearing to be well was sent to the hospital at about noon. After being treated she died during the night.

We have not heard whether or not an inquest is to be held.

GERMAN ACTIVITY.

The Manila *Cablenews* prints the following:—

London, May 4. The leading newspapers here call attention to the astonishing activity of the great gun factory of Krupp at Essen in Germany. Whereas at the time of the death of Alfred Krupp in 1887, 20,000 men were in his wonderful shops, now over 30,000 are at work, and are turning out death-dealing instruments night and day. What significance there is in this extraordinary fact is difficult to say, but there is an evident undercurrent of opinion in the editorial and news articles of the great British journals that Germany is preparing for a stage of striking military activity.

Germany is at peace with all the world save the savage aborigines of Damaraland, the Hereros, in Southwest Africa, who have been in rebellion against her rule for many months. But big guns are not needed to subdue these petty tribes, and it is hinted that Germany expects to take a hand soon in Far Eastern affairs. What this means may only be guessed at, but perhaps the break-up of China is looked for after the Russo-Japanese war is ended.

Diplomats in Europe whisper that possibly the present tension between Germany and France over supremacy in Moroccan trade may be responsible for the present increased endeavor in gunmaking by Germany. The fact that Great Britain has plainly stated her intention to support France's claim in Morocco has aroused the German press to utterances concerning Germany's rights and need of standing on them. It may all be a tempest in a teapot but it is keeping Europe on the qui vive.

REVIEWS.

WESTERN MANNERS FOR EASTERN PEOPLE. BY A. P. D. S. China Baptist Publication Society, Canton.

"We are easily disconcerted by strange manners," so said Goethe. Such has been the experience of East and West wherever they have met. If the strangeness can be toned down both are benefited. This booklet is a worthy attempt to help Chinese to remove some stones over which Europeans stumble. Though it is not stated in so many words, the author assumes that Western manners are superior. By merely pointing out what is offensive in Chinese behaviour to the foreigner, he seeks to help the former to cultivate a closer acquaintance. The result may be somewhat artificial, but the foreigner will be much more at ease with his quizzed friend and the latter will not leave wondering how he can have offended where he meant to please. It may lead to some improvements in Chinese homes, reminding the inattention of Confucius' "Ed" at your own table as you would eat at the table of the King." In the 22 pages considerable common ground is covered. The rules, examples, &c., are repeated verbatim in Chinese. The possession of this little book will enable the European to give gentle hints to the Chinese acquaintance as to a gift it would be most acceptable to any "Celestial" who desires to be on good terms with his European neighbour. If authority is needed, turn to Horace. Notand! sunt tibi mores—the manners of men are to be carefully observed.

MACAO: THE HOLY CITY: The Gem of the Orient Earth: by J. Dyer Ball, M.R.A.S. \$1.50.
The long-looked-for has come at last. The gratification is great but disappointment is mingled with it. We have sixty-four pages of accurate history, clear description, supplemented by useful information. From his boyhood the author has regarded Macao with a first love. Now in mature knowledge he writes with all the glow of the sunbeams as they play on the Praia Grande. No point of interest is untouched and the touch in the happy medium; for here we have neither the scrappy nor the voluminous. This is the book that is wanted. But was it wanted in its present form? As the book will be most used by visitors and some of these can only make a brief stay, a different form would conserve time. If the author in a future edition would start from the Praia Grande to the Harbor, and then zig-zag back along the other side and the Inner Harbour, the visitor would be enabled to see everything he wished without irritating doubling-back and inevitable oversight. The Tourist, "Bedecker" in hand, usually raises a smile, but an edition of Ball's Macao, pocket size, would really be a boon to all. This, too, would give an opportunity of clearing away the misleading facts that are most annoyingly frequent. The three pages of "eterna" form no practical antidote to these great things. It is a pity that thorough good work should be so disfigured, but it can be remedied. Macao, much interest itself, it can arouse from its date far ahead, to promote this; for no more tiring and able hand will ever portray its glories and beauties for near and far. The index is exhaustive and most helpful.

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SCIENTISTS prove that nearly two-thirds of the letters carried by the world's postal services are written, sent to, and read by English-speaking people.

Mr. Henry Phillips, whose interest in the United States Steel Corporation is the largest next to Mr. Carnegie's, has given \$250,000 to build model tenements in New York.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kumang*, leaving arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from longshore.
Cargo impeding the discharge or remaining on board after 4 p.m. the 11th May, will be landed at Consignee's risk and expense into Godowns at EAST POINT. No time insurance will be concerned.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, May 9, 1905.

BY WHARF AND WAVE.

The steamer "Matsunoyama Maru," with 11,000 cases of kerosene oil ex "Nigrota" on board, was totally burnt in the Island Sea on the 24th ult.

The master of the Chinese passenger launch "Yung Hing" was convicted, at the Magistrate's court this morning, of carrying 63 passengers in excess of the number allowed by his license. He had 146 people on board and a fine of \$30 was imposed.

The United States cruiser "Baltimore," arrived at Cavite on May 2 after being out on a week's cruise around the southern islands. The "Baltimore" it is understood, will be dispatched in the course of a day or so to one of the northern Chinese ports, presumably Shanghai.

The small river steamer "Wo Kwai," trading between this port and Wuchow, struck on the Joss House rock, about two miles below Wuchow on Saturday and was damaged to such an extent that she had to be beached. She is now reported to be full of water and her cargo considerably damaged. Mr. J. Barker, of Messrs. Barker and Co. (her agents) has left for the scene of the wreck with a party of divers and the necessary salvage gear.

After an exciting passage, part of which was made amidst one of the severest storms that has ever struck these coasts, the transport "Thomas" at last put in an appearance, says the *Cablenews* of May 3. She was delayed three days by the storm which caused her to go many miles out of her way. Owing to the stormy weather and heavy rain, it was impossible to take observations for five days. For a long time the ship drifted about in unknown seas, the Captain depending upon the currents to a great extent to carry him to the straits. The weather cleared sufficiently by Sunday to take observations and it was then found that the good ship was close to shore at San Miguel bay and about 150 miles out of her proper course. The ship's head was at once turned about and a run of 18 hours was made in the opposite direction.

In conversation concerning the storm and his previous experiences in navigation, Captain Lynns stated that this was the very first time he had ever passed five days at sea without being able to make observations. He also states that the current is a rule sweeps into the mouth of the straits and permits vessels to find the straits with ease. But in this case the current had changed its course to the north-west. Till Saturday morning no bottom could be reached in the soundings taken.

The "Thomas" carried in all 794 passengers of whom 42 were officers of the army. 58 were members of their families. 15 connected with the war department and two with the navy. 611 were enlisted men, 5 were discharged soldiers and 61 other passengers. Leaving San Francisco March 31, she arrived at Honolulu April 8, Guam April 23, and in Manila May 2.

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Negligent Navigation.
An inquiry was held at the Harbour Masters Office this morning, by the Hon. Captain Barnes-Lawrence, into the circumstances connected with a charge of negligent navigation preferred by Captain Osmann, of H. M. S. "Andromeda," against the master of the launch "Gretchen."

E. West, midshipman, stated that on May 4 he was in charge of the "Andromeda's" picket boat steaming towards Murray Pier. He noticed the "Gretchen" on the port side near the Naval Extension Works steaming across his bow in a shore and when she was about 500 yards away she sounded two blasts on her whistle as if she was going to alter her course to port. Instead of doing this she held on her original course at the same rate of speed and had not time to sound the picket boat's speed to be reduced and her helm ported a collision would have occurred. As it was the launch passed within a few feet of the picket boat's bow. The defendant's certificate was ordered to be suspended for six weeks.

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Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, May 9, 1905.

To-day's Advertisements.

THERE IS BUT ONE
SPEEDICUT
High Speed Tool Steel,
and that is

FIRTH'S SPEEDICUT
SOLE MAKERS.

Thos. Firth & Sons, LIMITED.
Norfolk Works, Sheffield.
Hongkong, January 5, 1904. 20-3

NOTICE.
DR. A. B. ZANETTI, Consul for Cuba in this Colony and Chargé d'Affaires for China, leaves today in the S. S. *Chien* for Shanghai and Peking. His Charge, Mr. F. CAMINERO, will be in Charge during his absence.
Hongkong, May 9, 1905. 913

NOTICE.
WE have this day withdrawn our Power of Attorney in favour of Mr. ERNEST J. MOSS, the late Manager of our FOOCHOW BRANCH, who is no longer in the employ of our Firm.
DODWELL & CO. LD.
Hongkong, May 9, 1905. 944

WANTED.
BOARD and LODGING with an English Family.
Apply
Care of "CHINA MAIL" Office.
Hongkong, May 9, 1905. 911

PUBLIC AUCTION.
THE Undersigned have received instructions from the OFFICIAL RECEIVER to sell by Public Auction,
THURSDAY,
the 11th May, 1905, at NOON, at CAUSEWAY Bay,
The Steam Launch
formerly known as
COURIER.

PARTICULARS:
Length Between Perpendiculars 53 ft. 8 in.
Breadth Extreme 11 ft.
Depth Moulded 5 ft. 3 in.
Gross Tonnage 22 tons
Net Tonnage 10 tons
Working Pressure 110 lbs.
Boiler—Steel 4 ft. 6 in. Diameter, 6 ft. 6 in. long.
Engines—Compound, Non-Condensing.
Cylinders—H.P. 7 1/2, L.P. 14, Stroke 9".
A Steam Launch will leave Blakes Pier at 11.30 a.m. to convey intending passengers.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, May 9, 1905. 945

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
POLYNESIAN,
Captain ... will be dispatched for the above ports on or about MONDAY, the 15th May.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 9, 1905. 942

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAMSUI.
HAMBURG.
Captain ... will be dispatched for the above ports on THURSDAY, the 11th Inst, at 10 a.m.
For Freight or Passage, apply to
DOUGLAS, LARPAIK & Co.,
General Managers.
Hongkong, May 9, 1905. 940

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
CHEAP EXCURSIONS TO MACAO.

THE Steamship
H O N A M,
2363 Tons, Captain H. D. JONES,
Will make a Special Trip EVERY SUNDAY to Macao and back.
Hour of Departure:—From Hongkong at 9 a.m. arriving at Macao about Noon.
Hour of Departure:—From Macao at 7 p.m. arriving at Hongkong about 10 p.m.
FARES:—1st Class Single \$2, Return \$4.
2nd Class Single \$1, Return \$2.
Children under 12 Half price.
Tickets may be obtained at the Office of the Company, 13, Bank Building, Queen's Road Central (opposite the Hongkong Hotel) or on Board the Steamer. No Chits will be accepted, and Servants' Passages must be paid for.
T. ARNOLD, Secretary.
Hongkong, May 9, 1905. 905

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THE CHINA MAIL.

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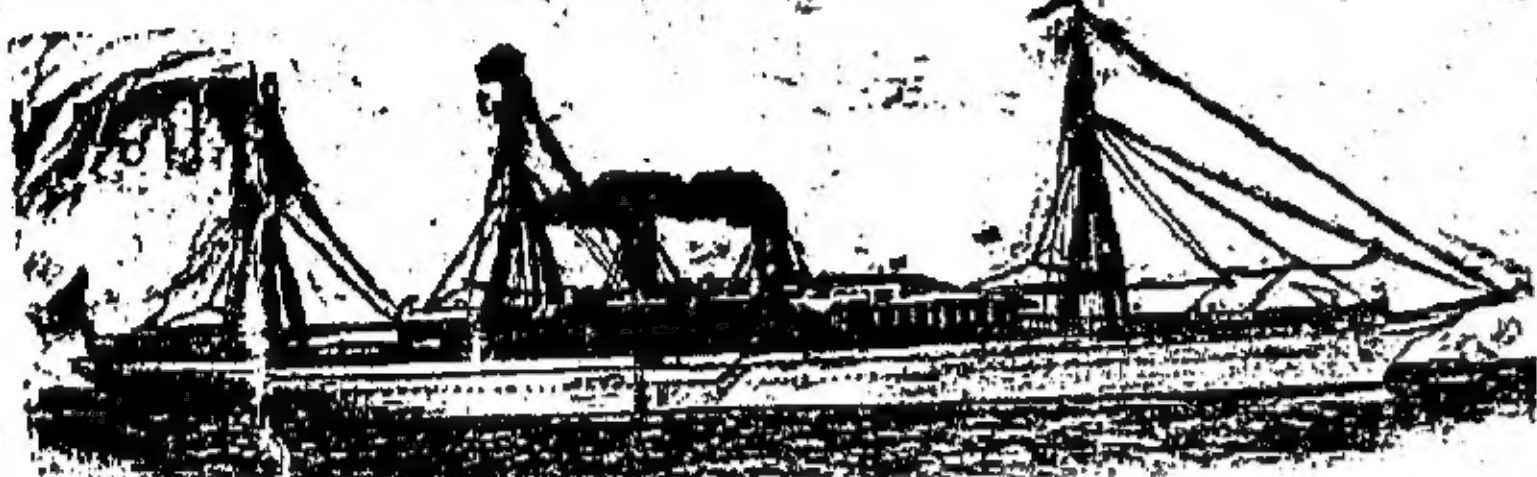
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, Via S'PORE, PANG, CL'PO, PORT SAID AND MARSEILLES.	FERA A. L. VALENTINI	About 10th May.	Freight only.
YAMATA, Via SHAL, MOI AND HOBE (Passing through the INLAND SEA).	PALERMO E. G. ANDREWS.	About 13th May.	Freight only.
SHANGHAI.	BENGAL G. PHILLIPS.	About 18th May.	Freight and Passage.
LONDON, &c.	CHUSAN H. W. KERRIE, R.N.E.	Noon, 20th May.	See Special Advertisement.

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.O.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF JAPAN 6000 TONS. WEDNESDAY, May 10.

R.M.S. ATHLETIC 6000 TONS. WEDNESDAY, May 24.

R.M.S. EMPRESS OF CHINA 6000 TONS. WEDNESDAY, May 31.

R.M.S. EMPRESS OF INDIA 6000 TONS. WEDNESDAY, June 21.

R.M.S. PASTAR 4425 TONS. WEDNESDAY, July 5.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York \$82.

Intermediate on Steamers, " " £40. " " £42.

and 1st Class Rail " " " " £42.

THE significant "EMPEROR" STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAM FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only

at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service

of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

apply to
HONGKONG, May 4, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA: FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

ARABIA 4463. CAPT. B. H. M. MAY 16, 1905.

ARAGONIA 5198. CAPT. SCHULTZ. MAY 30, 1905.

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Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT,
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	DAVIDSON	10th May.
GLASGOW AND LIVERPOOL	HECTOR	22nd May.
GLASGOW AND LIVERPOOL	HYSON	30th May.
GLASGOW AND LIVERPOOL	PRINCE	31st May.
GLASGOW AND LIVERPOOL	GLAUCH	5th June.
GLASGOW AND LIVERPOOL	FOXES HALL	16th June.
GLASGOW AND LIVERPOOL	YANGTSE	18th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	18th June.
GLASGOW AND LIVERPOOL	ATLAS	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	DAVIDSON	20th May.
AMSTERDAM, LONDON & ANTWERP	DAVIDSON	23rd May.
AMSTERDAM, LONDON & ANTWERP	HECTOR	6th June.
* GENOA, MARSEILLES & LIVERPOOL	DECCALON	20th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	24th June.
AMSTERDAM, LONDON & ANTWERP	HYSON	4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCH	18th July.
* GENOA, MARSEILLES & LIVERPOOL	PRINCE	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & SINGAPORE	DAVIDSON	18th May.
all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	DAVIDSON	21st June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 8, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE & SHANGHAI	YONGHONG	10th May.
MANILA	YONGHONG	10th May.
CERU & HOLO	YONGHONG	10th May.
MANILA, PORT DARWIN, THUS-	YONGHONG	10th May.
DAY ISLAND, COOKTOWN,	YONGHONG	10th May.
CAIRNS, TOWNSVILLE, BRISBANE,	YONGHONG	10th May.
SYDNEY & MELBOURNE	YONGHONG	10th May.
TSINGTAO, CHEFOO & TIENTSIN	YONGHONG	10th May.

* The attention of Passengers is directed to the Superior Accommodation offered

by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, May 8, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon—Surgeon and
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Edgar	Manila	May 13, at Noon.
RUBI	2540	A. H. Nottley	"	May 20, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, May 6, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.

(With Liberty to Call at the
MALABAR COAST.)

S.S. ATHOLL 18th May, at 4 p.m.

S.S. NORDPOL 18th May, at 4 p.m.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 6, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY .. Captain J. P. DAWSON.

S.S. COURTFIELD .. J. W. MARTIN.

S.S. ORANLEY .. W. E. STEELE.

S.S. IRKAL .. M. ROBERTSON.

S.S. ABOT .. C. E. COX.

S.S. LUTHER .. J. O. WILLIAMSON.

S.S. INKUM .. R. S. PEARSE.

S.S. RIEL .. J. ROWLEY.

S.S. INDRASHAMA .. G. R. SHEPHERD.

S.S. INDRAYELLI .. R. P. CHAVEZ.

S.S. SHALDA .. J. COLLINGTON.

S.S. CATHERINE PARK .. C. E. BROWN.

S.S. INKULA .. CORP.

For Freight apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 8, 1905.

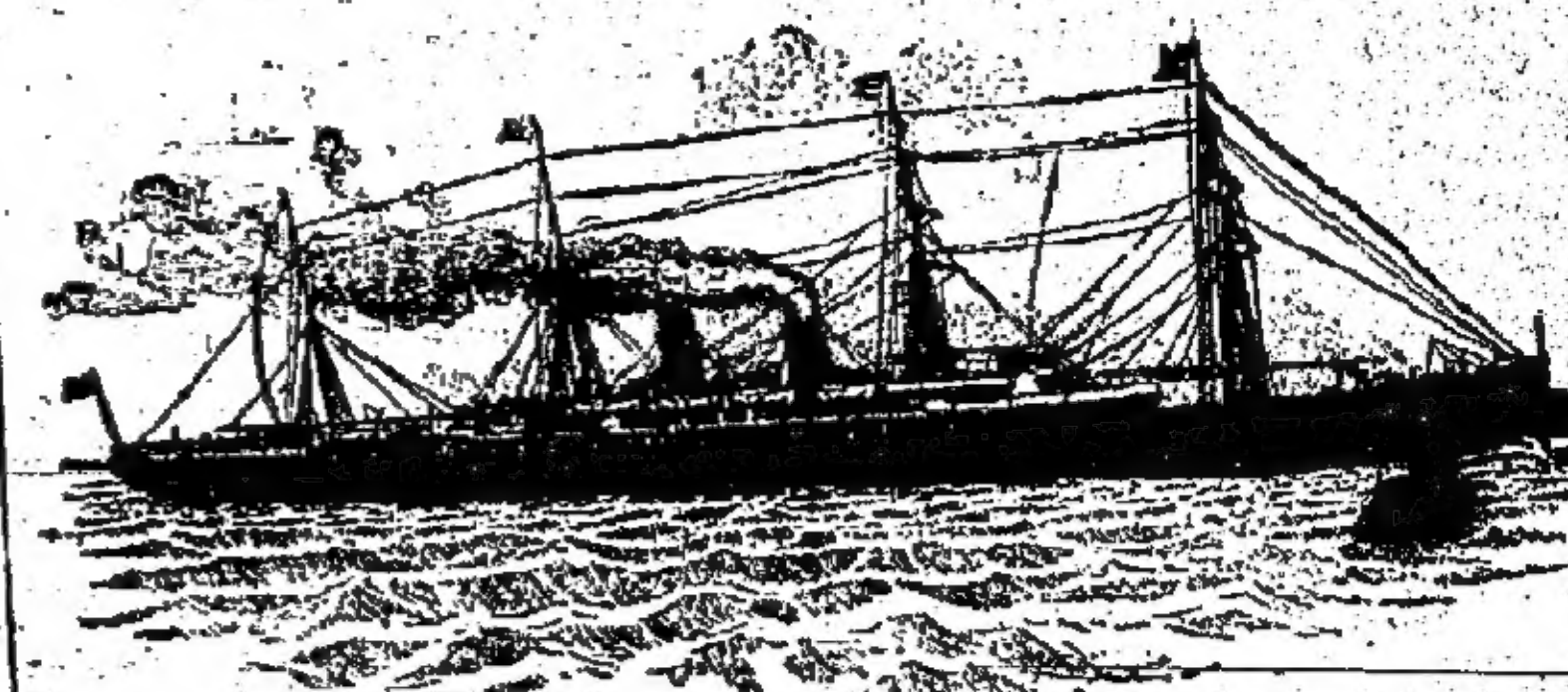
Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU,
the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL	REMARKS.
DORIC 4,784 Gross Tons.	WEDNESDAY, 24th May, at Noon.	
MANCHURIA 13,639	WEDNESDAY, 31st May, at Noon.	
KOREA 11,276	TUESDAY, 13th June, at Noon.	
COPIC 4,782	THURSDAY, 22nd June, at Noon.	
SIBERIA 11,284	THURSDAY, 29th June, at Noon.	
MONGOLIA 13,639	TUESDAY, 18th July, at Noon.	
CHINA 9,990	FRIDAY, 28th July, at Noon.	

Record Trip Yokohama to San Francisco made by a.s. KOREA, 11,276 tons, Oct.

18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship DORIC will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE (INLAND SEA) YOKOHAMA, and HONO-

LULU on WEDNESDAY, the 24th May, at Noon, taking Freight for Japan, the United

States, and Europe. Passengers are allowed to break their journey at any point

en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service

of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Companies, Queen's Building.

Hongkong, May 9, 1905.

E. W. TILDEN, Agent.

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Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE & Cie, Succrs.

ENGLAND: DRY, EXTRA DRY, EXTRA DRY.

\$48 per case of 12/1 or 24/2 bottles.

When asking for "CLICQUOT," that is to say, for the genuine "LA VEUVE CLICQUOT," the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE.

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

Notices to Consignees.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM RANGOON AND STRAITS.

THE Co's Steamship Zaida, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, Saturday, the 6th Inst., will be landed at Consignees' risk and expense into Godowns at River Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, May 6, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S
STEAMER MALTA.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

These Vessels' Cargo is—
From Kowloon, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1050, 1100, 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 8250, 8300, 8350, 8400, 8450, 8500, 8550, 8600, 8650, 8700, 8750, 8800, 8850, 8900, 8950, 9000, 9050, 9100, 9150, 9200, 9250, 9300, 9350, 9400, 9450, 9500, 9550, 9600, 9650, 9700, 9750, 9800, 9850, 9900, 9950, 10000, 10050, 10100, 10150, 10200, 10250, 10300, 10350, 10400, 10450, 10500, 10550, 10600, 10650, 10700, 10750, 10800, 10850, 10900, 10950, 11000, 11050, 11100, 11150, 11200, 11250, 11300, 11350, 11400, 11450, 11500, 11550, 11600, 11650, 11700, 11750, 11800, 11850, 11900, 11950, 12000, 12050, 12100, 12150, 12200, 12250, 12300, 12350, 12400, 12450, 12500, 12550, 12600, 12650, 12700, 12750, 12800, 12850, 12900, 12950, 13000, 13050, 13100, 13150, 13200, 13250, 13300, 13350, 13400, 13450, 13500, 13550, 13600, 13650, 13700, 13750, 13800, 13850, 13900, 13950, 14000, 14050, 14100, 14150, 14200, 14250, 14300, 14350, 14400, 14450, 14500, 14550, 14600, 14650, 14700, 14750, 14800, 14850, 14900, 14950, 15000, 15050, 15100, 15150, 15200, 15250, 15300, 15350, 15400, 15450, 15500, 15550, 15600, 15650, 15700, 15750, 15800, 15850, 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65950, 66000, 66050, 66100, 66150, 66200, 66250, 66300, 66350, 66400, 66450, 66500, 66550, 66600, 66650, 66700, 66750, 66800, 66850, 66900, 66950, 67000, 67050, 67100, 67150, 67200, 67250, 67300, 67350, 67400, 67450, 67500, 67550, 67600, 67650, 67700, 67750, 67800, 67850, 67900, 67950, 68000, 68050, 68100, 68150, 68200, 68250, 68300, 68350, 68400, 68450, 68500, 68550, 68600, 68650, 68700, 68750, 68800, 68850, 68900, 68950, 69000, 69050, 69100, 69150, 69200, 69250, 69300, 69350, 69400, 69450, 69500, 69550, 69600, 69650, 69700, 69750, 69800, 69850, 69900, 69950, 70000, 70050, 70100, 70150, 70200, 70250, 70300, 70350, 70400, 70450, 70500, 70550, 70600, 70650, 70700, 70750, 70800, 70850, 70900, 70950, 71000, 71050, 71100, 71150, 71200, 71250, 71300, 71350, 71400, 71450, 71500, 71550, 71600, 71650, 71700, 71750, 71800, 71850, 71900, 71950, 72000, 72050, 72100, 72150, 72200, 72250, 72300, 72350, 72400, 72450, 72500, 72550, 72600, 72650, 72700, 72750, 72800, 72850, 72900, 72950, 73000, 73050, 73100, 73150, 73200, 73250, 73300, 73350, 73400, 73450, 73500, 73550, 73600, 73650, 73700, 73750, 73800, 73850, 73900, 73950, 74000, 74050, 74100, 74150, 74200, 74250, 74300, 74350, 74400, 74450, 74500, 74550, 74600, 74650, 74700, 74750, 74800, 74850, 74900, 74950, 75000, 75050, 75100, 75150, 75200, 75250, 75300, 75350, 75400, 75450, 75500, 75550, 75600, 75650, 75700, 75750, 75800, 75850, 75900, 75950, 76000, 76050, 76100, 76150, 76200, 76250, 76300, 76350, 76400, 76450, 76500, 76550, 76600, 76650, 76700, 76750, 76800, 76850, 76900, 76950, 77000, 77050, 77100, 77150, 77200, 77250, 77300, 77350, 77400, 77450, 77500, 77550, 77600, 77650, 77700, 77750, 77800, 77850, 77900, 77950, 78000, 78050, 78100, 78150, 78200, 78250, 78300, 78350, 78400, 78450, 78500,

